

CLASSIFICATION SECRET

SECURITY INFORMATION

COUNTRY East Germany

REPORT NO. [REDACTED]

TOPIC Brandis Airfield

EVALUATION see below

PLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT [REDACTED]

25X1C

DATE OBTAINED [REDACTED]

DATE PREPARED

1 July 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

[REDACTED] 25X1X

25X1X

1. The following air activity was observed at Brandis airfield between 8 and 29 May 1953:

8 May. There was intensive air activity by Il-10s, some of which practiced firing with aircraft weapons at a low level. There was an 8/10 overcast at first and a scattered cloud base later. White No 13 was identified on an Il-10 plane. Once, an Il-10 circled over the field with its landing gear extended.

14 May. At 7:05 p.m., six Il-10s, including white Nos 29 and 47, took off at short intervals. The planes practiced low-level attacks. Night flying was conducted until after midnight.

15 May. There was no air activity throughout the day. At 7:10 p.m., five Po-2s took off at intervals of about 2 minutes. Night flying was still going on at 2 a.m.

18 May. There was day flying by Il-10s including [REDACTED] at 25X1C 7 p.m., two Po-2s took off heading east.

19 May. At 7:55 p.m., a twin-engine plane took off, circled at various altitudes and then headed south after two ground signals, one white and one red were fired from the field. About 8 p.m., two Po-2s took off heading northeast.

20 May. Between 5:30 p.m. and 7 p.m., three take-offs were made by twin-engine planes. Three Po-2s took off about 8 p.m. Several flights were made by Po-2s between 11 p.m. and 1 a.m.

21 May. A take-off was made by a Po-2 at 11:15 a.m. and by a twin-engine plane at 5:30 p.m. There was no other air activity throughout the day.

22 May. Il-10s started flying at 6 a.m. Some of the planes made low-level attacks.

25 May. There was air activity between 7 p.m. and 2:30 a.m.

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29 May. Il-10s were observed aloft during the morning and afternoon. There was a 7/10 overcast.

2. On 25 May, four men were digging at the western edge of the field where a narrow-field railroad track, approximately as long as the fence, was being laid.

3. The following air activity was observed between 24 May and 7 June:

24 May. There was no air activity in spite of favorable weather.

25 May. Night flying was practiced between 7 p.m. and about 2 a.m. The runway was lighted by searchlights during the landings. The edges of the runway were marked by lamps 50 meters apart.

26 May. About 11 p.m., ground attack planes landed at the field.

27 May. After 9 a.m., a Po-2 made flights of about 20 minutes each. There was a 9/10 overcast and it rained. At 11 a.m., an Il-10 made a flight of about 30 minutes.

28 May. There was air activity between 8:45 a.m. and 9:30 a.m.

29 May. Between 5:45 a.m. and 11 a.m. and in the afternoon, local and formation flying was practiced. In the course of the day, aircraft towing sleeve targets were observed aloft.

30 May. A Po-2 practiced flying at 9 a.m. There was rainy weather.

31 May to 7 June. There was air activity by ground attack planes and Po-2s at daytime and during the night.

4. Mine shrapnel-proof aircraft revetments were completed at the field in late May. Sedan [redacted] with a colonel was observed at the field on 27 May. [redacted]

Comment. Brandis airfield is still occupied by a ground attack regiment equipped with about 50 Il-10s. The regiment conducted the usual air activity including training of young pilots on Po-2s.

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